BARGE CANAL'S EFFECT BEING FELT ALREADY BY LOCAL MANUFACTURERS

entertier territoria

Industries Located Near Terminals

Save Much on Freight Charges

and Are Not Hampered

enterprise is preparing thousands of acres of land for the use of factory buildings. The plans are none too soon because the information is that concerns are already seeking locations on Friesbing Bay for factories, even though the preparation of the terminal has not been started. by Terminal Delays

Announcement was made last week by state Engineer Williams that plans for the first of the Queensborough barge forminals had been approved and that the contract would be advertised on August 15 for contractors to bid on August 15 for contract would be advertised on August 15 for contractors to bid on August 15 for contractors to bid on August 15 for contractors to bid on August 15 for contractors to be factory and the Enobelyn water front, creating at this terminal on Mind traffic centre. It is planned, however, to make the actor and traffic august 15 for a consigned or consigned on August 15 for a consigned or consigned for Greater New York is a consigned for Greater New York or the factory doff.

Since the canal has been to operation, and

The same condition is to be found at Hallett's Cove, Rogers street, Greenpoint, and in the South Brooklyn section. At the latter station the State has secured

SHIP BUILDING AND INDUSTRIAL SITES AND PLANTS

550 Acres on Flushing Bay East River 4000 FEET OF DEEP WATER FRONT, 71/2 MILES FROM HERALD SQUARE

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Three (3) ferries: One to Bronx and one to 134th Street and to 99th Street.

Labor in this section, in fact throughout Queens, has not joined in making such abnormal demands as have been made in other sections of the country where munitions are manufactured. The greater number of industrial workers own their own homes and are not affected by the unusually high living costs prevailing in other localities. Existing homes, and plans for further and quick housing, assure the same conditions in the future.

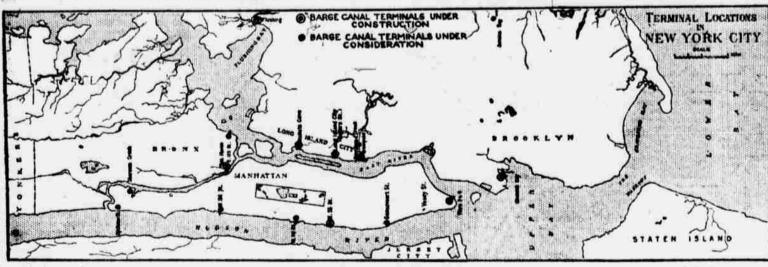
CONVINCING PROOF—Following companies with thousands of employees immediately surround this property: American Hard Rubber Company, Nathan Manufacturing Co., Empire Art Metal Co., Inc., Kleinert Rubber Co., L. W. F. Engineering Co., Rainier Motor Truck Co., Chilton Paint Works, College Point Boat Corp., Hunter Illuminating Sign Co., National Chain Co., International Oxygen Co., Red Star Shipbuilding Corp., Beacon Falls Rubber Shoe Co., S. W. Rubber Co., The Master Machine Works, and others.

Population of 50,000-Flushing, College Point, Whitestone-all within two miles

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The demand for warehouse space has caused remodelling of many buildings which a few years ago were considered too antiquated to be of any further use. Car barns, brewerles and power houses

have undergone renovation to meet the

pressing demands. But it remained for a Brooklyn builder to introduce a nov-elty in supplying warehouse space of the

first class. Louis Gold and James P. Kelly purchased the former baseball grounds of the Brooklyn National League club and Federal League club.

at Fourth avenue and Third street, Brooklyn, and converted the former grand stands into warehouses and made

a short distance.

The low cost of remodelling and con-

structing the buildings has made it pos-sible for the owners to offer space at comparably low rates. The structures

which will have the concrete fence for

part of their walls will soon be com-pleted and when finished the League Storage and Warehouse Company will

by the low tariff which the United States Railroad Administration has quoted for traffic on this great inland waterway. The differential for points in the State Railroad rates and from 3 to 10 per cent. On freight to or from points beyond the limits of the State of New York and far west as Chicago and Minneapolis.

Every inducement is being given by the State and Federal authorities to swing a good portion of business from the rails to the waterway. Not for several years, however, will the canal be affected a radius of five miles in greater number of the first terminals will be seen for a radius of five miles in greater number of the certaints and the supply depot of the canal be to the barge route because of the certainty of movement of goods and the low tariff.

The greatest benefit from the canal be to the stations on Manhattan.

About eight of the terminals which have been planned for the greater city and transfer freight for the Manhattan.

About eight of the terminals which have been planned for the greater city are now under construction and the hope is to have them ready for traffic in the stations on Manhattan.

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About eight of the terminals which have been planned for the greater city are now under construction and the hope is to have them ready for itarific in the stations on Manhattan.

The preliminal for points in the State of the district in the submit and the submit a

eral years, however, will the canal be utilized to its fullest, since it is not fogical to expect the fruits of years of development at great expense to railroads to be taken away in a matter of a year. The railroads have sent spurs into every industrial centre in the State and it is only natural that the manufacturer will not turn from the railroad system to the water over night. It is only when it the water over night. It is only when it the water over night. It is only when it influence of the canal will reach as far twill be the greatest economy that the water freight route will gain ascendance over the railway freight route.

Traffic men expect much to result from the differential of 20 per cent. Which the Government has offered to

Great Baseball Grand Stands That Echoed With

tion and placing of the work in the first priority class so that it may be speeded along that the full use of the great \$150. O00,000 inland waterway may be utilized to its fullest extent.

This is seen in the completion of the Rogers street terminal, on the Queensboro Bridge, and the report that the plans for the terminals at Hallett's Cove, just to the north of the Rogers street terminals at Hallett's Cove, just to the north of the Rogers street terminals at Hallett's Cove, just to the north of the Rogers street terminals at Hallett's Cove, just to the north of the Rogers street terminals at Hallett's Cove, just to the north of the Rogers street terminals at Hallett's Cove, just to the north of the Rogers street terminals at Hallett's Cove, just to the north of the Rogers street terminals at Hallett's Cove, just to the north of the Rogers street terminals at Hallett's Cove, just to the north of the Rogers street terminals at Hallett's Cove, just to help the canal, because business complied bidding. The Rogers street terminals will have a tendency to help the canal, because business compublic bidding. The Rogers street terminals, which is to be a bulkhead terminal which is to be a bulkhead terminal which is to be a bulkhead terminal will develop. It is the general bellef that since it is a grain elevator section grain elevators and large warehouses will be built on these shortest routes.

Even in built up Manhattan the barge canal terminals will have a great for the terminal was ready for development by any means. It will be use before the end of the year. The development of the upland acres will not take away from the railroad this business.

The fact that the Government is in one to take away from the railroad this business.

The fact that the Government is in of the engineers if the terminal was ready for a time, sa it is the plan development of the upland acres will not take the plan development of the use before the end of the eventere of the end of the eventere of the end of the terminal will develop. It

minal, and the one at Flushing Bay will be approved soon and advertised for public bidding. The Rogers street terminal, which is to be a bulkhead terminal, which is to be a bulkhead terminal, will be ready by fall, and by next some times when factory men will be compelled to use the waterway route. Once manufacturers get acquainted with only the other Queensboro terminals the canal route there is reason to believe they will continue to use the waterway. Please and of the canal from New York to Buffalo.

Even in built up Manhattan the barge canal terminals will have a great influence on the business character and structural improvement of surrounding areas. There may be one exception, and that is at the terminal at Please and 6 on the East River, which is at the lower end of the old shipping that time.

Pennsylvania Plans Big Yard on Newark Meadows.

Because of the increased traffic revending areas. There may be one extended that is at the terminal at Please and that is at the terminal at Please and that is at the terminal at Please and the increased traffic revending areas. There may be one extended that is at the terminal at Please and the increased traffic revending areas. There may be one extended that is at the terminal at Please and the increased traffic revending areas. There may be one extended that is at the terminal at Please and that is at the terminal at Please and that is at the terminal at Please and the increased traffic revending areas. There may be one extended that is at the terminal at Please and the increased traffic revending areas. There may be one extended that is at the terminal at Please and the improvement of surrounding areas. There may be one extended that is at the terminal at Please and the improvement of surrounding areas. There may be one extended that is at the terminal at Please and the improvement of surrounding areas. There may be one extended that is at the terminal at Please and the improvement of surrounding areas. There may be one extended that is at the terminal at Please is at the lower end of the old shipping district. This has been a canal boat haven for many years. The increased efficiency of the new canal over the old one and the influences which will be brought to increase the volume of business of the new waterway will make this station a place of much more imwhich will be in operation on the canal which will be in operation on the canal which will be in operation on the canal by that time.

The Government desire that the canal be used extensively may be measured by the low tariff which the United States By the low tariff which the United States Railroad Administration has quoted for traffic on this great irland waterway.

The greatest benefit from the canal form New York to Buffalo, old one and the supplied to increase the volume of business of the new waterway will make business of the new waterway will make be to the barge route because of the certainty of movement of goods and the low traffic on this great irland waterway.

The greatest benefit from the canal form New York to Buffalo, old one and the volume of the submarine Boat Corporation during the station a place of much more importance than it has been for many years. It will not be so much a deciding factor as the other stations on Manhattan.

The greatest benefit from the canal form New York to Buffalo, old one and the supply depot of the Submarine Boat Corporation during the potential for points in the Size.

A state are which of the canal from New York to Buffalo, old one and the supply depot of the supply depot of the submarine Boat Corporation during the potential for points in the Size.

The greatest benefit from the canal from New York to Buffalo, old one and the supply depot of the supply d

Cries of Fans Now Prosaic Storage Warehouses

About eight of the terminals which property for two or three years. Units have been planned for the greater city will be added to the new yard as de-

The State of New York

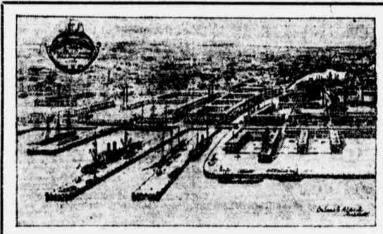
has selected a site on Flushing Bay as one of the important Queens Borough Terminals of

The State Barge Canal System

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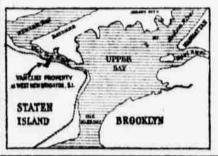


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grand stands into warehouses and made the great concrete fence serve as a wall for numerous other buildings.

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construction has been followed out in the remodeling of the baseball plant, and the storage space offered for reat to-day is so thoroughly protected against fire as to make for the lowest possible insurance rates. A railroad siding is being run into the park connecting it with terminals only a short distance away and freight can be shipped direct from any part of the country to the buildings. Protection of the country to the buildings.

any part of the country to the ngs. Docking facilities are only IN THE TEA two blocks away, so that merchandise received by water need only be hauled AND COFFEE DISTRICT

Water St., between Wall St. and Old Slip. Substantial five story mercan-tile building on lot. 24x85 feet. Pos-session on November 1, 1918. A fine business home for a concern to whom this ideal location is essential, WILLIAM D. KILPATRICK,

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cland, is now available for storage of connend goods, machinery, &c., being so Bryant Park. 119 West 40th. Room 1203. FOR SALE OR LEASE UPON LONG TERM AT VERY LOW FIGURES

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Edison Storage Battery Co. Plant-Glen Ridge, N. J. Plot of groun' 10-33-3 estending from Bioomfield Ave. to Belleville Ave. improved with a series of brick and frame bull, age of 1 & 2 story construction containing 20.017 SQUARE FERT, POWER PLANT. EXCELLENT LABOR.

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ACRE PLOT. 225 ft. IMPROVED FRONTAGE on attli water of Pot Cove free
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FLANT. 200 b. p. BOILERS; 175 b. p. ENGINE; 5 large traveling cranes; over
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